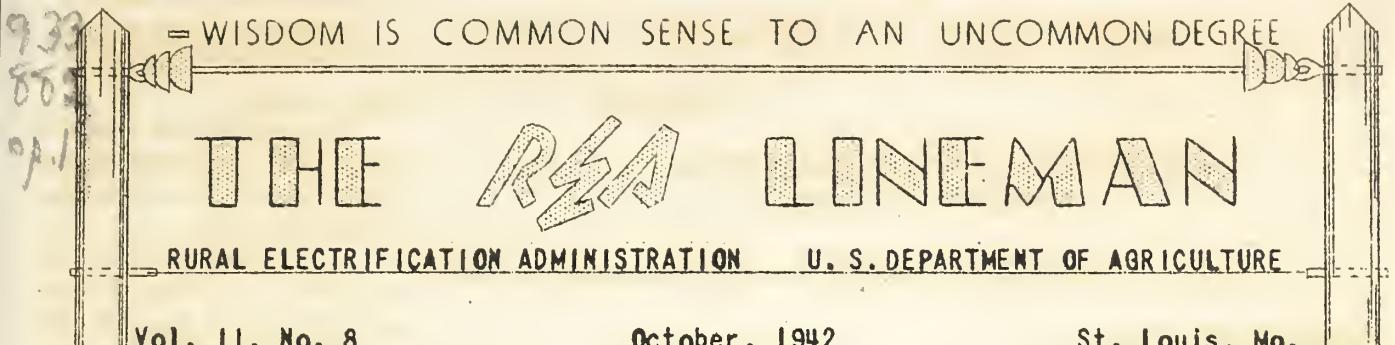


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Vol. II, No. 8

October, 1942

St. Louis, Mo.

SOLID PROGRAM PREPARED FOR FIRST REA SAFETY AND JOB TRAINING SUPERVISORS' CONFERENCE TO BE HELD IN ST. LOUIS FOR SIX DAYS BEGINNING OCTOBER 19

A solid program highlighted by an 18-hour course in Job Instructor Training has been arranged for the first REA Safety and Job Training Supervisors' Conference to be held in St. Louis October 19 to 24. All sessions will be held in the Den Room of the Mark Twain Hotel.

The course will be given by C. T. Cardwell, Assistant District Representative of the Within Industry Branch, War Manpower Commission. Five periods of two hours each, and two periods of four hours will be devoted to the course. The first session will be held Tuesday at 10 a.m.

The members will be welcomed by D. A. Fleming, Head of the Labor Relations and Safety Section of the REA, and George Long and C. D. Blair, Assistant Chiefs of the Cooperatives' Operations Division. At the same session M. M. Samuels, Chief of the REA Technical Standards Division, and R. F. Eaton, Director of First Aid and Water Safety, of the American Red Cross, Midwestern Section, will address the conference.

The afternoon session will be given over to addresses by W. E. Rushlow, Head of the REA Safety Unit, who will speak on Fundamentals of a Safety Program, and T. L. Davenport, REA Field Safety Engineer, on Procedure for a Safety and Job Training Program.

Speakers on the second day of the conference will be Donald Mackay, on Construction Standards, M. Drefkoff on Insurance, and John Leavitt, of the REA Power Consultant's Office, on Priorities in Safety Equipment. F. B. Scott, Head of the Testing and Metering Unit, will address the conference on the third day, on Importance of Grounds.

Farm and Home Safety will be the subject of an address by Professor E. W. Lehmann, Head of the Department of Agricultural Engineering at the University of Illinois, on the fourth day of the conference. The session will be opened with an address by Allyn Walters, Chief of the REA Information Division, C. F. Blickley, REA Regional Construction Engineer, will open the conference the next day. There also will be talks by the supervisors, and periods for questions.

* * * * *

COOPERATIVE ACTIVE IN CIVILIAN DEFENSE

Hancock-Wood Electric Cooperative, Inc., of North Baltimore, O., is active in civilian defense. Supt. R. P. Luse is

Chairman of the Rescue Squad Committee. The co-op office serves as General Headquarters for safety squad work. Several co-op employees in addition to the superintendent are qualified First Aid instructors.

REA SAFETY AND JOB TRAINING SUPERVISOR'S CONFERENCE

October 19-24

PROGRAM

MONDAY

Welcome and Introduction
Fundamentals of Safety
Program
Procedure for S & J T
Program

TUESDAY

Construction Standards
Job Instructor Training
Insurance
Job Instructor Training
Priorities

WEDNESDAY

Importance of Grounds
Job Instructor Training
Operations Memoranda

THURSDAY

Information Division
Job Instructor Training
Farm and Home Safety
Development of Safety
Program

FRIDAY

Design & Construction Division
Job Instructor Training
Supervisors' Reports

SATURDAY

Talks by Supervisors
Questions by Supervisors

THE REA LINEMAN

Vol. II, No. 8

October 1942

Published Monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

DANGER STARTS AT 40

President Roosevelt requested that news, photo and radio people give publicity to the chart shown here. It was prepared by the Automobile and Rubber Industries Tire Committee of the SAE Engineering Board.

The chart indicates the expected life of a rubber tire at different speeds. Normal tire life is set at 40 miles an hour. The chart shows how the life of the tire is lengthened by driving less than the normal 40 miles, and how it is shortened when the normal speed is exceeded.

During these days of all-out effort to defeat the Axis, normal will not do. Just as the business as usual will not do. There is a shortage of rubber. What there is Uncle Sam needs for direct war purposes. It is patriotic to save rubber. You will have to drive at a speed a good deal less than normal if you intend to extend the life of your tires. You should drive under 35.

There is a great analogy between saving tires and saving life. If a similar chart were drawn showing vehicular accidents at similar speeds, it would also reveal that the life of the motorist and pedestrian becomes less as the speed of the car grows faster. Saving life is equally as patriotic as saving tires. The President is showing concern about accident rate in our country. Every accident helps the Axis. It reduces our manpower, which is pleasing to Hitler. Uncle Sam needs every bit of manpower the country can muster. So to save life, as well as to save tires, drive under 35.

LETTERS TO EDITOR

Enjoy "Lineman"

From Knox County Rural Electric Membership Corporation, Vincennes, Ind., Earl Murley, Project Manager:

"We continue to enjoy the REA Lineman and find it to be quite helpful to us. Not long ago, when it appeared that there would not be enough copies available for each of our operating employees, they immediately made inquiry how they could receive the information contained in this publication.

"Of course I immediately made arrangements to see that my copy reached every employee in turn, but I am glad to know that there are still sufficient copies coming to this office to supply every employee with a personal copy.

"Keep up the good work and never cease to hammer home the fact that 'burns are on the hands.' "

Keep Up Good Work

From Jo-Carroll Electric Cooperative, Inc., Elizabeth, Ill., Vincil Elliott, Line Foreman:

"I am writing to give you my opinion as to what your Safety and Job Training Program has meant to us. We are giving three cheers for Mr. Ben Snively, you and your whole staff. Keep up the good work. This is a wonderful program and we are behind you and pushing forward all we can. I would hate to be the superintendent or the line foreman who had a bad or fatal accident on my project knowing that I had refused to go along with the program.

"The slogan you have, '85 per cent of the burns were on the hands,' is surely good and it hits the spot. Keep it before them.

"I always look forward to receiving the REA Lineman."

• • •

REMEMBER! THE BURNS WERE ON THE HANDS

FIRST REQUIREMENT IN SAFETY WORK IS TO FILE REPORT

Improvement in the REA safety record as revealed in the record of fatalities and electric shock accidents so far this year has been striking. Superintendents, linemen and maintenance workers on REA systems deserve credit for a job well done.

But it is not wise to become complacent in accident prevention work. Vigilance must be continuous. Physical suffering and economic loss are too great a stake to gamble with.

To be constantly on guard, we must keep in mind the three fundamental principles of accident prevention. They are:

1. Creation and maintenance of active interest in safety;

2. Fact finding;

3. Corrective action.

The second principle, that of fact finding, concerns us here. The first step in that is the recording of the data. The initial recording must be done at the scene of the accident or in the vicinity where it occurred. A good record of the accident should contain the answers to the following questions:

a. What happened?

b. What was the intention?

c. What training or experience did the victim have?

d. What were the conditions--pole structure, if electric shock?

e. What rules or recommendations apply? (state exactly)

f. What other factors may have had some relation to the accident?

Answers to these questions, in addition to such details as the victim's name, his occupation, the date of the accident, and any other relevant information, are helpful when it

ACCIDENT FREQUENCY ON REA SYSTEMS NINTH MONTH

(Disabling injuries per 10,000 miles of energized lines)

REGION	THIS YEAR	LAST YEAR
I	1.7	1.7
II	0.3	3.9
III	1.1	3.6
IV	1.3	1.2
V	1.7	4.7
VI	1.0	7.3
VII	0.8	3.8
VIII	1.0	6.3
IX	4.7	3.7
X	3.1	2.2
U.S.	2.1	3.7

comes to analyzing a number of accidents.

REA will analyze and tabulate the reports, but FIRST the reports must be submitted to the REA Safety Unit. We have on occasion believed that not all accidents were reported to us. A survey of operating reports did reveal that not every accident to system employes is reported, although reports on serious accidents usually reach us.

We know that superintendents and managers are busy men, but it requires only a few seconds to send us a copy of every report that must be made to the insurance carrier or to the State Compensation Commission.

The reports are important. Farmers obtained electric power by pooling their resources. Systems can achieve freedom from accidents and their losses by pooling their knowledge. Reports are part of the process of gaining this knowledge. Submit to us reports of ALL accidents on your system.

If you have had no accidents, tell us your methods of insuring safety on the job.

THEY MIGHT HAVE BEEN AVOIDED

1. A maintenance helper strained his back lifting a pole.

2. While changing the wheel on a truck a lineman caught his fingers between the wheel and the fender. As the lineman was pushing the wheel on, the jack slipped. It was resting on loose earth.

3. Driving a ground rod, a part-time lineman lifted the driver too high. It came down on the big toe of his left foot. An X-ray revealed a chipped bone which necessitated an operation.

4. Returning from a trouble call, a lineman was driving down a steep grade on a rough gravel road. At a sharp curve the truck turned over. The lineman suffered a deep cut on his elbow, and minor bruises and lacerations on his face.

5. Patrolling the line, a line foreman fell, lacerating his hand on the stub of brush root.

6. A helper cut his foot while trimming a felled tree.

7. Intending to hang a sling above the T-bracket to lower a transformer, a lineman opened the cut-out and removed the jumper to the transformer. Somehow his thumb came in contact with the hot jumper from the line to the cut-out while his foot made connection with the down guy. He suffered severe burns, LOSING HIS THUMB AT THE SECOND JOINT.

8. While helping to set a pole, a laborer was struck across his back by a falling chain. His back, right elbow, and left ankle were injured.

9. A plant operator lost three fingers and palm of his hand when he hit a generator fan while doing maintenance work on a running motor.

STORY OF ACCIDENT THAT WASN'T THERE

In the adjacent column appears a story in verse of an accident that DID NOT HAPPEN. It gives a splendid example of the purpose of safety programs. Safety programs are designed to prevent accidents. But publicity usually is given only to instances where the program failed in its purpose.

Twelve lives were saved so far this year on REA Systems. Is your life among those twelve? Have you accidentally touched an energized primary while your gloves were on your hands? Have you found a supposedly de-energized primary alive when installing protective grounds? Have you ever energized a wrong tap when no one was working on it? Have you ever energized a tap and had it kick back because of a protective ground? Have you ever had that sinking feeling when you thought of what might have happened?

The experience reported in verse was written by Mrs. Marian Waibel, and appeared in Public Safety Magazine last August. Mrs. Waibel in a letter said, "Even though I had never before written a single line of poetry I composed 'A Thankful Prayer for a Thoughtless Lad.' If ever there was a poem straight from the heart, this is it."

Linemen, why not write your experiences of accidents that did not happen to the Editor of the "REA Lineman." Do not attempt to write them in verse. Tell them as simply as you can. They will be stories of how the safety program helped to save a life or prevent an accident. Your name will not be published unless you want it to be. You can help in accident prevention by sending us your experience. You may help to save another lineman's life. The address of the "Lineman" is REA, 420 Locust St., St. Louis, Missouri.

A THANKFUL PRAYER FOR A THOUGHTLESS LAD

By Mrs. Marion Waibel

The very little time it takes
To have mechanics fix your brakes
Can mean the saving of great sorrow
Of today, perhaps tomorrow!

Until last week my brakes were bad,
I took the time - thank God I had,
For just this morning came the test,
And now I feel I'm Heaven blessed!

A little lad, quite late for school
Forgot and broke the red light rule!
With green light I had "right of way,"
And felt I had the road's full sway!

He ran, not walked, right in my path,
My brakes screeched loud, my heart beat fast!
But, thank God, those brakes held tight,
And thoughtless lad ran by all right!

I found a spot in solitude
And prayed to God, who understood
Just why I had those brakes repaired
In time to have that lad's life spared!

(From Public Safety, August 1942)

DISCUSSION CASE NO. 9

The job was to change a single-phase transformer on a three-phase C-I assembly.

On this particular pole the jumper from the primary to the cut-out and lightning arrester was wrapped around the tie wire and connected to the primary by a solderless connector.

The lineman had cut the jumper with the hot line cutters and left a short tail attached to the primary. He then attempted to unwrap the short piece of jumper by hand. His upper left arm above his rubber glove contacted the primary, and he suffered burns on his arm and on his right foot.

Wrapping primary jumpers around tie wires and then connecting the jumper to the primary with a solderless connector should never be permitted. Installation of jumpers in this

manner makes it difficult, if not impossible, to remove them without doing it by hand. A lineman who uses that method is setting a trap for the lineman who has to remove it.

If such an installation is encountered, the lineman should try to take the jumper off with hot sticks. If this is impractical, a hot stick should be used to unwrap the jumper as much as possible. Then, it should be cut off close to the conductor with hot line cutters, LEAVING THE CONNECTOR on the primary conductor.

It may not look pretty, and you may also want it for salvage but it is not as important as a man's arm.

An injured workman is as bad for the nation's defense effort as a wounded soldier. Help win the war with good safety records.